Appendix D. Active Transportation Plan

Midtown Oakville Transportation Plan

Active Transportation Plan Draft
Version: 4.0

Town of Oakville
Community Infrastructure

Midtown Implementation Program
November 24, 2025

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1. Introduction

The Town of Oakville has initiated a development review plan for Midtown Oakville (Midtown). Midtown is an underdeveloped 103-hectare area in Oakville centrally located around the Oakville GO Station. Plans are underway to make this area a liveable, connected, and mixed-use urban community that better serves the entire Town.

With Oakville's population expected to substantially increase by 2051 and it is acknowledged that there is a need for the Town to create more liveable spaces for people of all ages and income levels and purposefully plan how our municipality grows. Midtown Oakville has the potential to offer a mixed-use development area with more options for diverse and affordable housing, better connectivity to the rest of Oakville through pedestrian, cycling, and transit improvements, and the enhanced servicing infrastructure that is needed to support growth.

The Midtown Official Plan Amendment (Midtown OPA) was adopted by Council on February 18, 2025. The Midtown Transportation Plan is one of the implementation studies covering improvements necessary to support the community at every phase.

The purpose of this memorandum is to assess and identify active transportation improvements to support/manage future growth in Midtown Oakville to the year 2051.

The Midtown Oakville Vision recognizes the need to develop solutions for all seasons to support development as it proceeds, including new crossings of physical barriers to accommodate active transportation and street designs that accommodate safe and direct pedestrian and cyclist movement.

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2. Planned Active Transportation Improvements

2.1 Livable Oakville Official Plan

Oakville's Official Plan, Livable Oakville, prescribes municipal policies focused on more specific level of services and infrastructure owned and governed by the Town of Oakville. These policies and plans guide services, infrastructure, and operations of transportation system. Livable Oakville aims to transform Midtown Oakville into a vibrant, transit-supportive, mixed use urban community and Employment Area. Livable Oakville identifies the following active transportation initiatives for Midtown Oakville:

- Metrolinx to develop an eastward extension of the train platform across Trafalgar Road in order to enhance access to the station.
- A new multi-purpose north-south arterial road across QEW.
- Grade Separation of Chartwell Road (or suitable alternative) of the Lakeshore West Rail corridor.
- Three grade separated pedestrian and cycling facilities across QEW and the railway.
- Creating a distinctive landscape for Trafalgar Road to support and encourage walking.
- Extending Cross Avenue to link the Chartwell Road area to the rest of Midtown.

2.2 Official Plan Amendment

Council adopted the Midtown Oakville Official Plan Amendment (OPA) at the February 18, 2025 Planning and Development Council meeting.

While Livable Oakville is the overarching land use and growth management document for the Town as a whole, the Midtown OPA functions as a detailed amendment that updates and refines the planning framework of Livable Oakville by introducing area-specific policies related to land use, transportation, and infrastructure tailored to Midtown's role as a transit-oriented, mixed-use hub.

While the Midtown OPA must conform to Livable Oakville and provincial policy, it provides the most current and detailed planning direction for Midtown and takes precedence in interpreting how the broader policies apply within that area.

The Midtown OPA provides area-specific policies and direction for active transportation infrastructure, as detailed below.

b) **Active Transportation**

Active Transportation routes are conceptually shown on Schedule L6 (or Figure 4-4 in this report).

i. Midtown Oakville streets shall provide pedestrian facilities on both sides.

ii. Active Transportation routes, including underpasses and bridges, shall be designed for pedestrian and cyclist comfort and safety, and limit motor vehicle speeds and volumes consistent with Town safety standards and programs.

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iii. The exact location, design, facility type, and alignment of the Active Transportation connections shown on Schedule L6 (or Figure 4-4 in this report) may be refined without amendment to this Plan, provided that the overall intent and connectivity is maintained.

iv. Pedestrian and cycling infrastructure should contribute to a continuous and comprehensive network and connect with the broader townwide and provincewide networks.

v. Street furniture, bike parking, active mobility sharing facilities, and transit shelters and seating shall be provided to encourage active transportation and transit ridership at appropriate locations.

vi. Development in the vicinity of a future pedestrian bridge or underpass shall have consideration for the location and connectivity objectives of these connections and shall not preclude their realization.

c) **Mid-Block Connections**

Midblock connections are shown conceptually on Schedule L6 (or Figure 4-4 in this report) as part of the "off-road active transportation connections."

i. Development shall promote safe, barrier-free, convenient, and predictable mid-block connections.

ii. The location of mid-block connections should relate to the placement of the buildings, and align with existing or planned transportation (including active transportation) circulation routes.

iii. Mid-block connections may be publicly or privately owned and shall be publicly accessible.

iv. Mid-block connections may be used to support site servicing or site access.

v. Mid-block connections should:

- form uninterrupted connections through a block to allow for continuous
- transportation opportunities throughout Midtown Oakville;
- be designed to be universally accessible;
- include appropriate pedestrian-scaled lighting;
- incorporate active transportation infrastructure including bicycle parking; and,
- have appropriate and clear signage and wayfinding.

vi. Shared vehicular access and service facilities should be provided internal to a block.

f) **Active Frontages**

i. Buildings required to have active frontages as identified in Figure E2 Active Frontages shall be pedestrian-oriented and human-scaled at grade.

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ii. Buildings with active frontages identified in Figure E2 Active Frontages should provide deeper setbacks to the public realm, and be designed in accordance with Designing Midtown.

iii. A minimum of 70% of the public realm frontage along the ground floor of the building shall be devoted to active at-grade uses, such as: commercial, recreational, entertainment, retail, office, community services and facilities, and institutional uses

iv. The minimum at-grade activation requirement may be modified on a case by-case basis, without an amendment to this Plan, provided a Non-Residential Needs Analysis demonstrates that an alternative amount of non-residential active at-grade use on a Precinct-level basis can support the long-term employment objectives of this Plan, and a design brief demonstrates how the proposed development encourages walkability along the public realm.

v. Vehicular access to the site from roads with Active Frontages should be avoided

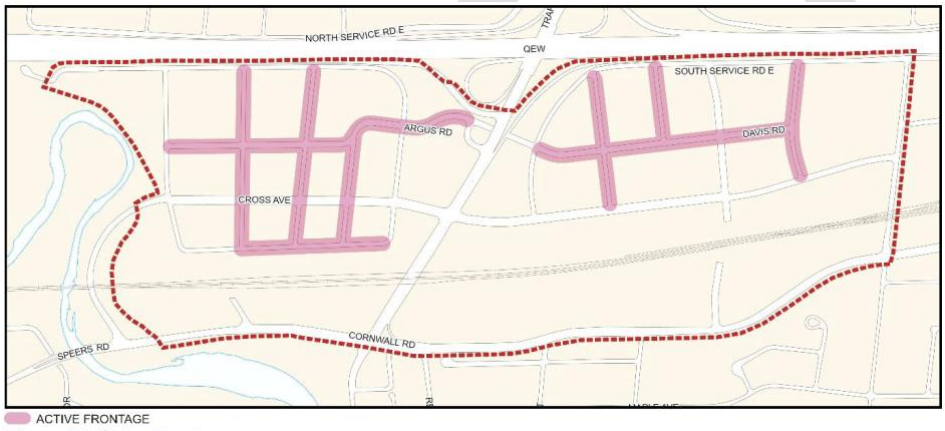

Figure E 2 Active Frontages

2.3 Halton Region Plans

The Town of Oakville is responsible for the accommodation of active modes of travel on Town roads, Town parks, Town trails and open spaces and responsible for maintaining active transportation facilities constructed by Halton Region within the boulevard of Halton Region roads.

Most roads within the Midtown Oakville study area are Town roads, except for Trafalgar Road north of Speers Road/Cornwall Road, which is a Halton Region road. The Region is currently undertaking an Integrated Master Plan (IMP) study to update the previous Halton Region Transportation Master Plan (2011).

At the time of this study area, the IMP is recommending that two-way cycle tracks be implemented along Trafalgar Road north of the QEW.

2.4 Oakville Transportation Master Plan

The Oakville Transportation Master Plan (TMP) update (2025) was approved by Council in October 2025 and coordinated with this Midtown Transportation Study. The TMP update builds on the previous (2018)

TMP and (2017) Active Transportation Master Plan (ATMP) to identify solutions to address growth needs to 2051.

The overarching vision for the TMP is to establish a transportation system that builds long-term prosperity, environmental stewardship and benefits the well-being of residents. The TMP includes infrastructure, policy and guideline recommendations to accommodate growth to 2051.

Key active transportation infrastructure improvements and policies recommended from the TMP include the following:

- Multi-use path (MUP) along Speers/Cornwall Road between Kerr Street and Watson Avenue
- Multi-use path (MUP) and bike lane along Chartwell Road between South Service Road and Cornwall Road
- Collaborate with the Ministry of Transportation (MTO) and Halton Region to establish a design standard for safety design features and/or treatments to accommodate active transportation users near highways
- Collaborate with Halton Region to establish a design standard for protected active transportation crossings at Regional and Town intersections
- Update engineering standards to incorporate a toolbox for active transportation safety design treatments
- Establish multi-use path (MUP) design standards to be incorporated as part of the engineering guidelines

The TMP also recommends a "Complete Streets" approach in road design. This involves designing streets in a way that enables safe access for road users, including pedestrians, cyclists, transit users and drivers, within the context of the road function and adjacent land uses. A Complete Streets design approach allows for intentional prioritization of all modes of transportation based on the immediate and broader context of the street's surroundings. The active transportation needs in Midtown were guided by Complete Streets principles.

2.5 Midtown Class Environmental Assessment

In 2014, the Town completed the Midtown Oakville Transportation and Stormwater Municipal Class Environmental Assessment (Midtown Class EA). The preferred solution for the Midtown Class EA was developed through the Switching Gears Oakville Transportation Master Plan (2013). The Midtown Class EA identified the transportation and storm drainage infrastructure necessary to accommodate the Midtown Oakville Urban Growth Centre.

The active transportation improvements identified in the Midtown Class EA included new pedestrian and cycling connections across major barriers, including:

1. A grade separated active transportation crossing of the QEW west of Trafalgar Road
2. A grade separated active transportation crossing of the QEW east of Trafalgar Road
3. An active transportation crossing under Trafalgar Road south of the QEW

These improvements have been approved, but have been reassessed as part of this Midtown study to address the updated land use strategy.

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3. Active Transportation Best Practices

The following industry "best practice" guidelines were reviewed to guide the Midtown active transportation assessment, including facility selection and design requirements.

3.1 Ontario Traffic Manual (OTM) Book 18: Cycling Facilities

Book 18 of the Ontario Traffic Manual (2021) serves as a comprehensive guide for the planning, design, and implementation of cycling infrastructure in Ontario. It provides detailed design standards, guidelines, and best practices for the development of safe and accessible cycling facilities, including bike lanes, cycle tracks, shared roadways, and multi-use paths. It also details supporting cycling infrastructure and strategies for implementation and maintenance. The 2021 update to Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities identified a wide range of cycling facility types organized into three overarching categories:

- Physically separated bikeways, which include elements such as curbs, planters or bollards to provide physical separation between people riding bikes and motor vehicle traffic,
- Bicycle lanes, which include designated space for cyclists but no physical separation, and
- Shared cycling facilities, which provide no distinct operating space for cyclists but provide other supporting amenities such as traffic calming and wayfinding.

Table 3-1 provides a summary and description of the specific types of cycling facilities that fall under each category.

Table 3-1: Ontario Traffic Manual Book 18 – Types of Cycling Facilities

Category	Facility Type	Description
Physically Separated Bikeways	Physically Separated Cycling Lanes	Cycling lane separated from vehicle lanes with a horizontal and / or physical buffer
	Cycle Tracks	Cycling lane separated from vehicle lanes with a curb and buffer, oftentimes located parallel to a sidewalk
	In-Boulevard Multi-Use Paths	Two-way path shared between cyclists and pedestrians, separated from vehicle lanes with a curb and buffer
Bicycle Lanes	Conventional Bicycle Lanes	One-way bicycle lane separated from vehicle lanes solely by a painted white line
	Buffered Bicycle Lanes	One-way bicycle lane separated from vehicle lanes solely by a painted buffer and no vertical separation elements
	Contraflow Bicycle Lanes	Two-way bicycle lane operating in the opposite direction of traffic on a one-way road, separated from vehicle lanes by a painted line, buffer or a form of physical separation
Shared Cycling Facilities	Advisory Bicycle Lanes	Shared cycling space delineated by a dashed line on a roadway that contains no centreline
	Neighbourhood Bikeways	Bicycle travel encouraged through treatments including traffic calming measures, traffic reduction, signage, pavement markings and intersection crossing treatments on low-volume, low-speed streets
	Mixed Traffic Operation (signed routes)	No dedicated cycling facility; cyclists are permitted to travel on all roads

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Category	Facility Type	Description
	Paved Shoulders	A space delineated by a painted line, and sometimes a buffer zone, to accommodate stopped motor vehicles, emergency uses, pedestrians and cyclists along higher-speed and higher-volume roads

To determine the appropriate bicycle facility type, the OTM recommends conducting a preliminary assessment based on consideration of the road context (urban / suburban), Average Annual Daily Traffic (AADT) and posted speed limit along the road, as detailed in a subsequent section of this report.

3.2 National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

NACTO's Urban Bikeway Design Guide (2025) provides state-of-the-practice solutions to help create complete streets that are safe and enjoyable for cyclists. This reference was completed based on input from worldwide literature and the experience of the cycling cities in the world. Supporting "Working Papers" have been published over 2022-2023 on topics such as data collection / metrics, cycling laws, bike network development, designing for small things with wheels, and durable bikeway designs.

As it relates to active transportation planning, the best practices described in the NACTO Urban Bikeway Design Guide Working Paper on Complete Connections (2023) were used to inform the guiding principles for the development of the Midtown network. The Complete Connections working paper highlights the importance of building equitable, inclusive, and connected bike networks that serve people of all ages and abilities. A summary of the best practices is described below:

- Design bike networks to provide complete connectivity and continuity, ensuring that riders can make trips without encountering unsafe or uncomfortable gaps.
- Ensure that bike networks are well integrated with other modes of transportation, such as transit amenities.
- Prioritize links across physical barriers, such as highways, rail corridors, or waterways.
- Physical protection, such as curbs, planters and barriers, is an essential component of high-quality bike facilities. Protected facilities offer a sense of security for all users. encouraging broader ridership.

3.3 TAC Geometric Design Guide for Canadian Roads

Chapter 5 (Bicycle Integrated Design) of the Transportation Association of Canada (TAC) Geometric Design Guide (2017) provides guidance and examples to help holistically integrate cycling facilities into the roadway design. The guide covers human factors, design needs, facility types, facility selection, cycling elements at intersections, bikeway facilities at transit stops and all-season maintenance.

The TAC guidelines are recognized as a Canadian foundational reference, providing a comprehensive framework for integrating bicycle facilities into roadway design. The chapter on Bicycle Integrated Design provides guidance on topics similar to those covered in Book 18 of the Ontario Traffic Manual (OTM), outlining various facility types, user needs, and design elements such as lane widths, intersection treatments, and surface quality. Similar to the OTM, it also provides guidance on the suitability of bicycle infrastructure within broader road networks and urban environments. Given their similarities, the TAC guidelines were used as a supplementary guide to the OTM, which is tailored to Ontario's legislative and operational context.

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4. Active Transportation Assessment

4.1 Existing Active Transportation Needs

The Town of Oakville is responsible for the accommodation of active modes of travel on Town roads, parks, trails and open spaces, and within the boulevard of Halton Region roads. The Town has five types of existing facilities to accommodate the travel of pedestrians and cyclists, which include:

- Concrete sidewalks (pedestrian-use only)
- Asphalt multi-use paths (off-road, in boulevard)
- Granular trails (off-road, parks and open space)
- Cycle lanes (on-road, cycle-use only)
- All public roadways (with the exception of provincial highways)

The existing active transportation network in Midtown is shown in Figure 4-1.

4.1.1 Cycling Network

Within Midtown, the only physical cycling facilities that exist are the (in-boulevard) multi-use paths (MUP) and off-road trails, which can be used by both pedestrians and cyclists. As shown in Figure 4-1, The main MUPs within Midtown are currently provided along Kerr Street between just north of the rail tracks to Wyecroft Road and Cornwall Road east of Watson Avenue. Existing off-road trails are provided just south of Cornwall Road between Cross Avenue and Trafalgar Road and under the QEW to connect Sixth Line and Lyons Lane.

Similar to walking, the feasibility of cycling is a function of the Town's urban form. Land uses and infrastructure are spread out (including crossings for the QEW and Sixteen Mile Creek), which makes cycling difficult for trips that are too long. However, because cyclists can cover more ground faster relative to walking, this limitation is less impactful than for walking trips.

4.1.2 Pedestrian Network

The existing pedestrian infrastructure within Midtown is limited and somewhat disconnected, with sidewalks provided on Trafalgar Road and only a few Town roads. As shown in Figure 4-1, the majority of local Town roads either have no sidewalks or sidewalks provided along one side only.

There are, however, more facilities provided along roads that are adjacent to or just outside of the Midtown study area. Multi-use paths (MUP) are provided along Cornwall Road, Leighland Avenue, Iroquois Shore Road and North Service Road. The Town's off-road major trail system is also limited within the Midtown area. Off-road trails are located within the Cornwall Road Sports Park and just south of Cornwall Road, between Trafalgar Road and Sixteen Mile Creek.

Oakville's land use of single-family homes and single-use zoning means that typical travel distance can be more spread out. While the infrastructure is largely in place for people to walk, the longer distances required to get to destinations may be a deterrent for some.

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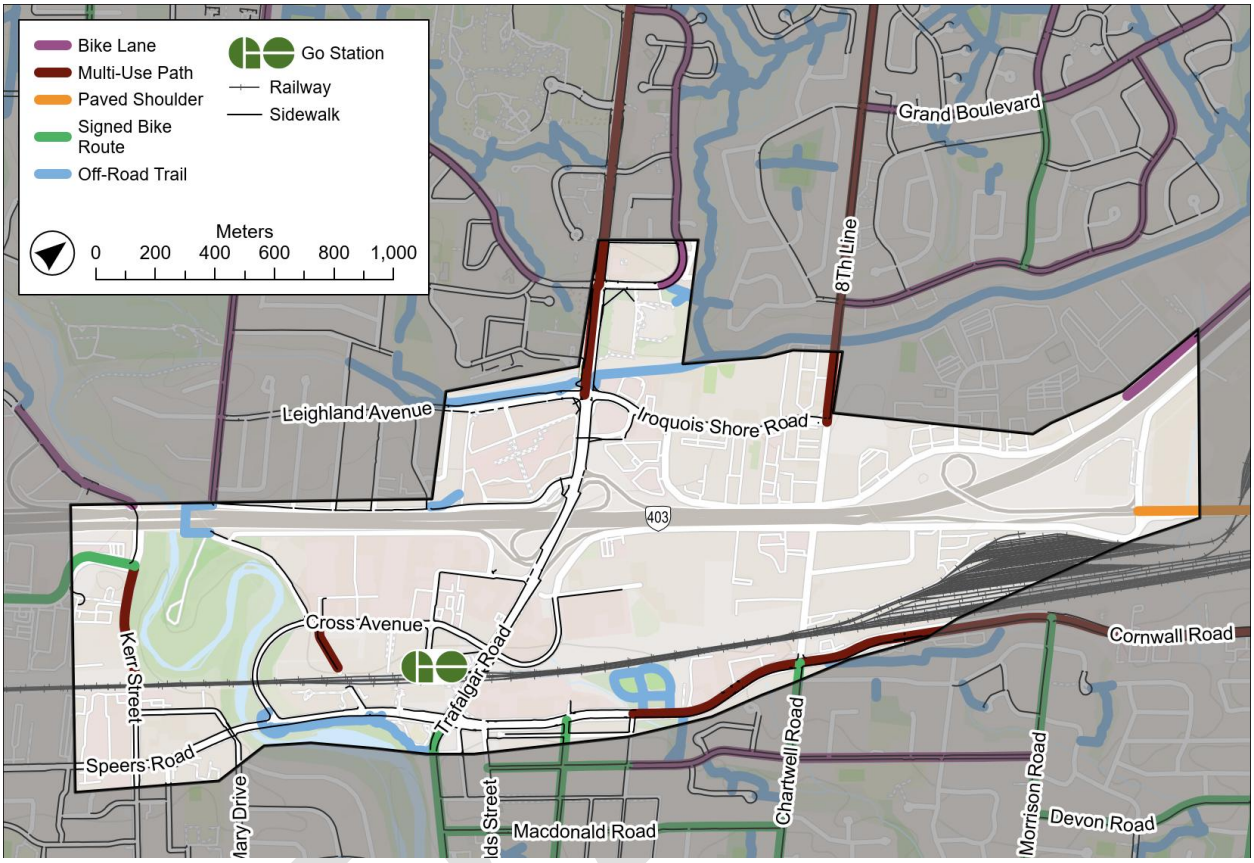
Figure 4-1: Existing Active Transportation Network



4.1.3 Existing Needs

Midtown Oakville is surrounded by physical barriers that limit access and connectivity to adjacent communities. Midtown is constrained by the QEW / Highway 403 to the north, the rail corridor to the south, the Canadian National (CN) Oakville Yard sidings to the east and Sixteen Mile Creek to the west.

Trafalgar Road is also a barrier separating the east and west sides of this community. The Cross Avenue / Trafalgar Road intersection is the sole point of connectivity between the east and west sides of Midtown. With the current network, the Cross Avenue / Trafalgar Road intersection will have to accommodate high volumes of through and turning traffic, goods movement, the majority of cyclists and pedestrians and transit routes.

There is currently limited active transportation infrastructure within Midtown Oakville. The are no existing physically separated cycling facilities. Sidewalks are provided on both sides of major roads and one side of minor streets. Opportunities for pedestrian access are implicit in the commercial land uses, but there are no defined pedestrian linkages through most of Midtown.

Cyclesheds and Walksheds are graphical representations of the distance that can be travelled from an origin point by walking or cycling given available routes. Cycleshed and walkshed analysis for Midtown Oakville from the Oakville GO station was performed as shown in Figure 4-2 and Figure 4-3, respectively. Based on the existing road and active transportation network, pedestrians and cyclists are able to access

most of the Midtown area west of Trafalgar Road within 5 minutes for cyclists and 10 minutes for pedestrians.

Due to the lack of road connectivity extending east, access to the eastern area of Midtown is limited and/or circuitous. There is also a lack of accessibility to the northwest and southwest across Sixteen Mile Creek. It should also be noted that this analysis was conducted based on the assumption that cyclists would use roadways to travel, which is not necessarily the case for recreational cyclists that would prefer to use dedicated cycling facilities, as an example.

Figure 4-2: Existing Cycleshed Analysis

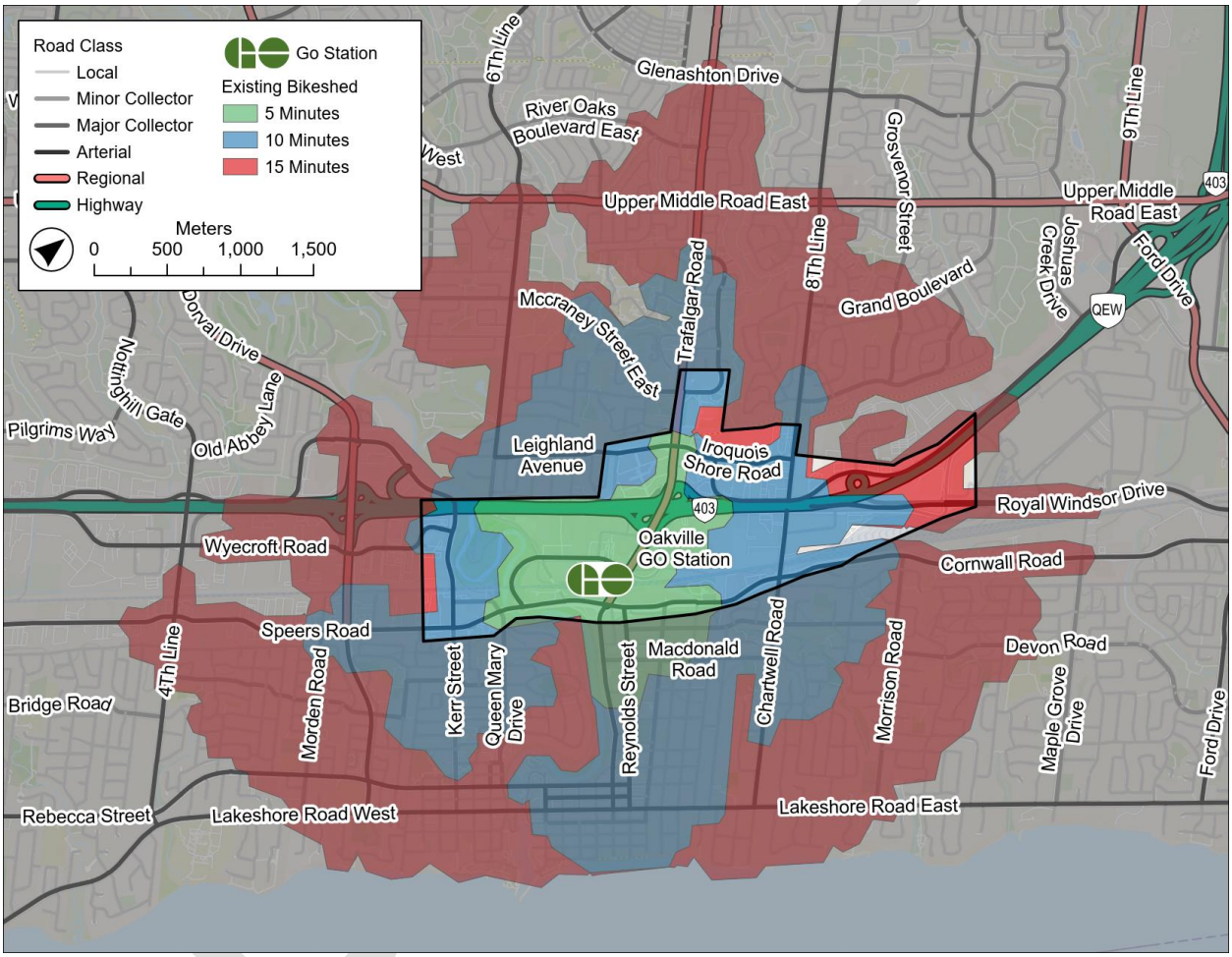
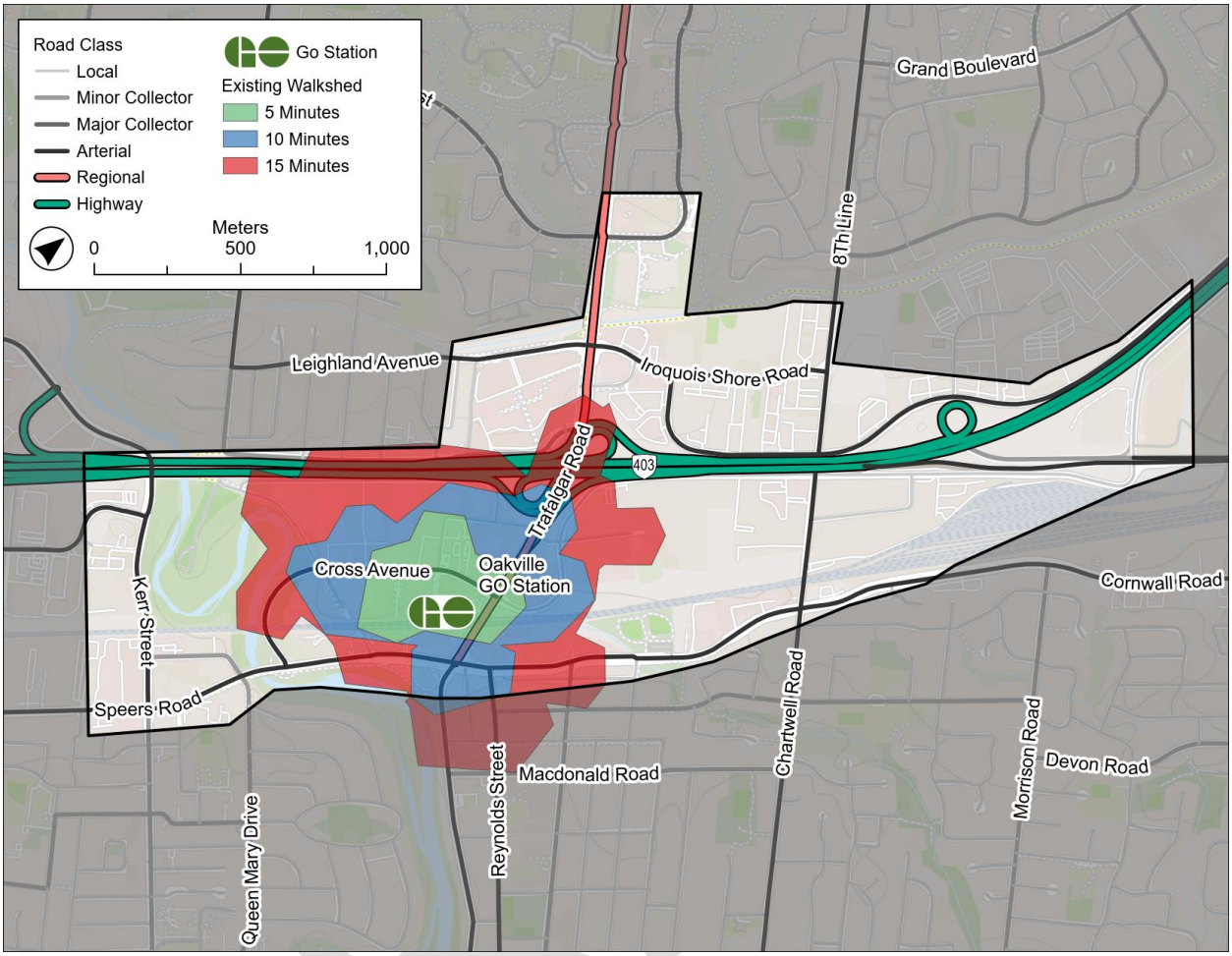


Figure 4-3: Existing Walkshed Analysis



4.2 Future Active Transportation Needs

Future active transportation needs were identified through the Official Plan Amendment (OPA) process and established based on guiding principles and supporting criteria developed to support the outlook for Midtown.

4.2.1 Guiding Principles

The process of identifying active transportation routes and connections for the ultimate long-term (2051) network is founded on guiding principles developed to address existing gaps and support planning objectives and policy direction established for Midtown Oakville. The guiding principles used to create a functional active transportation network that aligns with the policies of the Official Plan Amendment is summarized in Table 4-1.

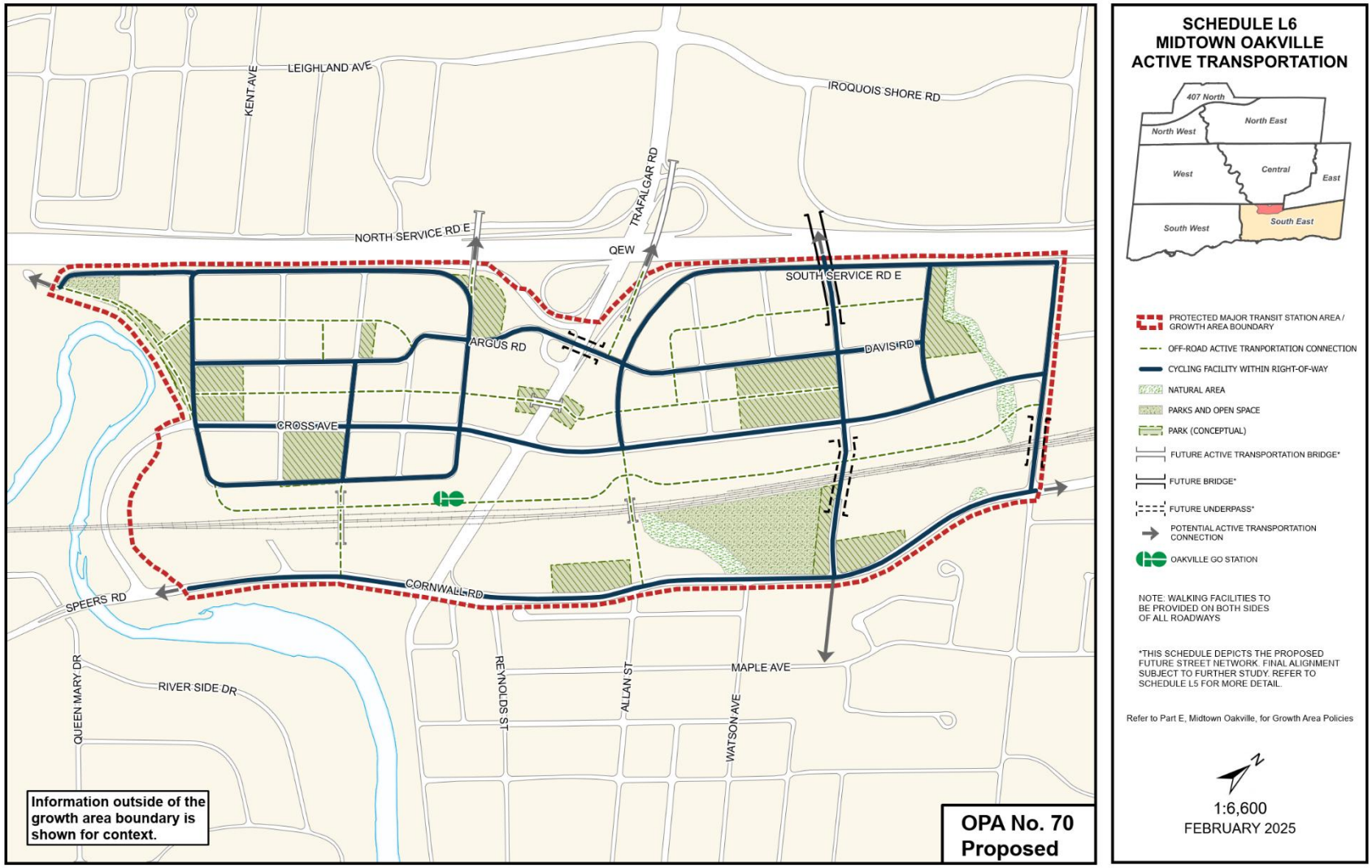
Table 4-1: Midtown Active Transportation Guiding Principles

Guiding Principle	Description	Criteria
Fulfills an Existing Need	The current network lacks barrier crossings and pedestrian access and linkages.	□ Provides a barrier crossing □ Facilitates local pedestrian access □ Addresses a gap in the walkshed/cycleshed analysis
Provides Comfort	Active transportation infrastructure should minimize barriers that pose a hindrance to the flow of pedestrian and cyclist traffic.	□ Does not require crossing of a major arterial road
Prioritizes Safety	Active transportation routes should prioritize areas of lower vehicular traffic exposure or off-road alternatives as they offer a safer operating environment for cyclists and pedestrians.	□ Route is located along a low volume, low speed road □ Route is off-road (e.g., through parklands or internal to the development)
Provides Connectivity / Continuity	The active transportation system should provide a well-connected and uninterrupted grid-like network.	□ Route serves a major east-west/north-south travel spine function
Supports Mode Integration	Active transportation routes should facilitate seamless connections to key destinations such as the GO station and transit bus stops.	□ Route accommodates pedestrian desire lines □ Route facilitates access to a GO station and/or transit bus stop
Offers Network Flexibility	Active transportation routes should offer transportation network flexibility beyond the study area through connections to adjacent neighbourhoods.	□ Route connects to an existing or proposed active transportation facility adjacent to and/or beyond the study area
Promotes Internal Circulation	Active transportation routes should promote internal circulation to encourage walking or cycling as a desirable travel mode for short distance trips.	□ Route forms part of the local off-road network

4.2.2 Identification of Needs

The adopted Midtown OPA (February 2025) identifies conceptual active transportation routes as shown in Figure 4-4 based on the guiding principles detailed in the previous section. The alignment of these facilities will be confirmed through further study and detailed design.

Figure 4-4: Conceptual Midtown Oakville Active Transportation Routes



Source: Midtown Oakville Official Plan Amendment - Schedule L6

Recognizing the need to prioritize safety, cycling facilities are proposed within the right-of-way along primarily local and collector roads, whereby the vehicular speeds and volumes are anticipated to be lower than those of arterials serving a major thoroughfare function. Cycling facilities are also proposed along the arterial roads of Cross Avenue and Cornwall Road, as they each serve a major east-west travel spine function within Midtown and connect to the broader existing or planned active transportation network beyond Midtown. Cycling facilities along Midtown's arterial roads are proposed to have facilities that are separated from vehicular traffic.

To promote an active transportation network that prioritizes comfort, safety, local pedestrian access and internal circulation, numerous conceptual midblock off-road active transportation connections are proposed to connect to future on-road facilities and create a fulsome grid-like network. These linkages will be key in accommodating pedestrian desire lines, as they provide local, direct connections to other major on-road active transportation corridors. These off-road connections are expected to traverse though parklands or be built as part of development through privately owned public spaces (POPs). Of note is an east-west off-road trail just north of the rail corridor proposed to connect to/from the GO station.

There are also key infrastructure projects of the active transportation network identified below that are integral to supporting the sustainable mode share.

- An active transportation QEW crossing west of Trafalgar Road,
- An active transportation QEW crossing immediately east of Trafalgar Road,
- An active transportation QEW crossing via the proposed extension of N-S Road,
- An active transportation rail line crossing via a grade separation for Chartwell Road, or an active transportation rail line crossing via a grade separation for the N-S Road extension to Cornwall Road,
- An active transportation bridge at the rail line west of Oakville GO Station (which is assumed to be implemented with development),
- An active transportation bridge at the rail line east of Trafalgar Road (as part of Metrolinx's station relocation work),
- An active transportation crossing via an extension of Lyons Lane,
- Roads with proposed cycling facilities within the right-of-way, and
- A number of midblock off-road active transportation connections.

The cycleshed and walkshed analysis from the Oakville GO station, with the future planned network, is shown in Figure 4-5 and Figure 4-6, respectively. With the additional network connectivity, there is improved access to the eastern area of Midtown via walking and cycling and greater coverage for walking within 5 minutes of the GO station. The pedestrian catchment extends further to the east side of Trafalgar Road from the GO station. The future cycling network extends the 5-minute catchment further north and east within Midtown.

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Figure 4-5: Future Cycleshed Analysis

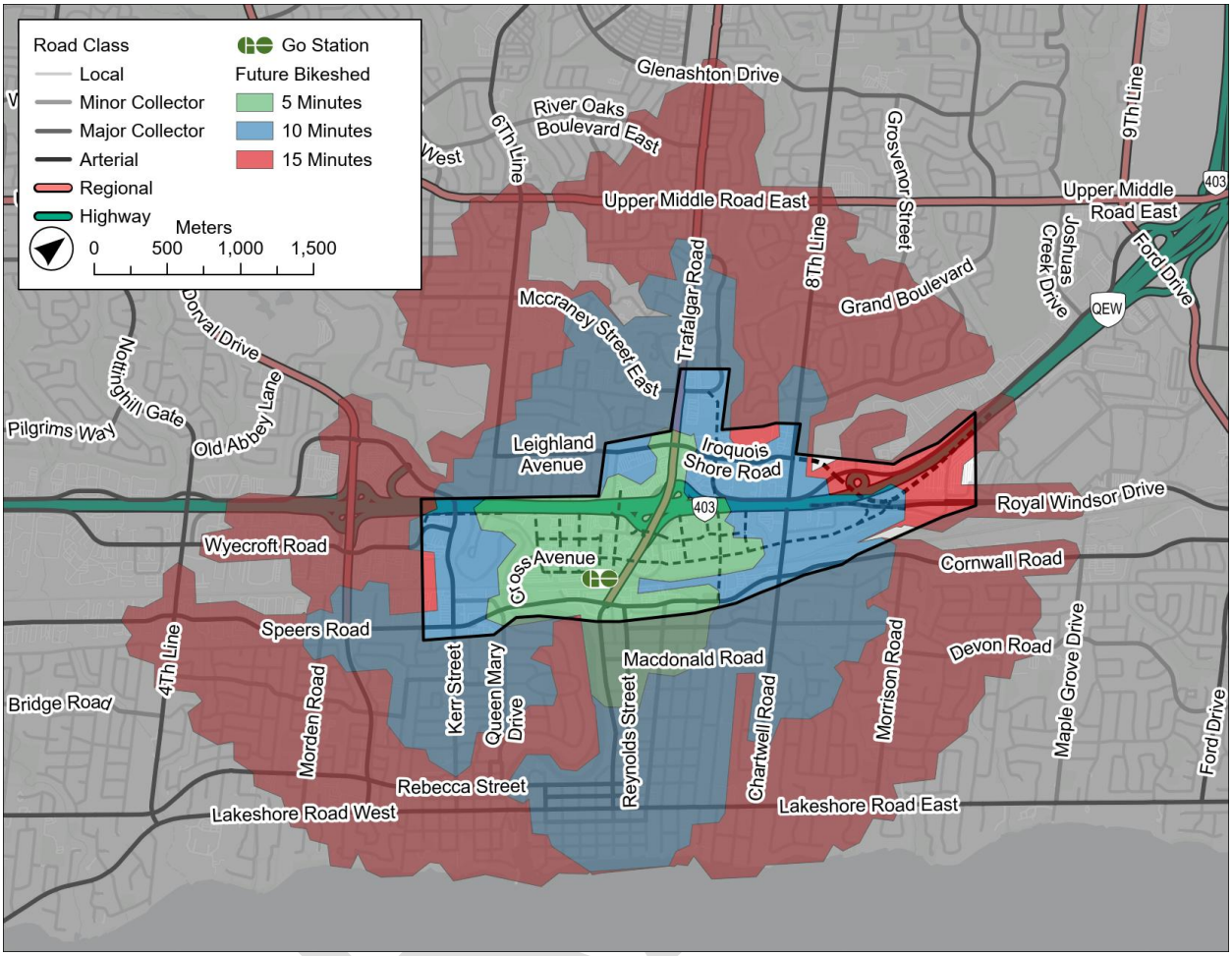
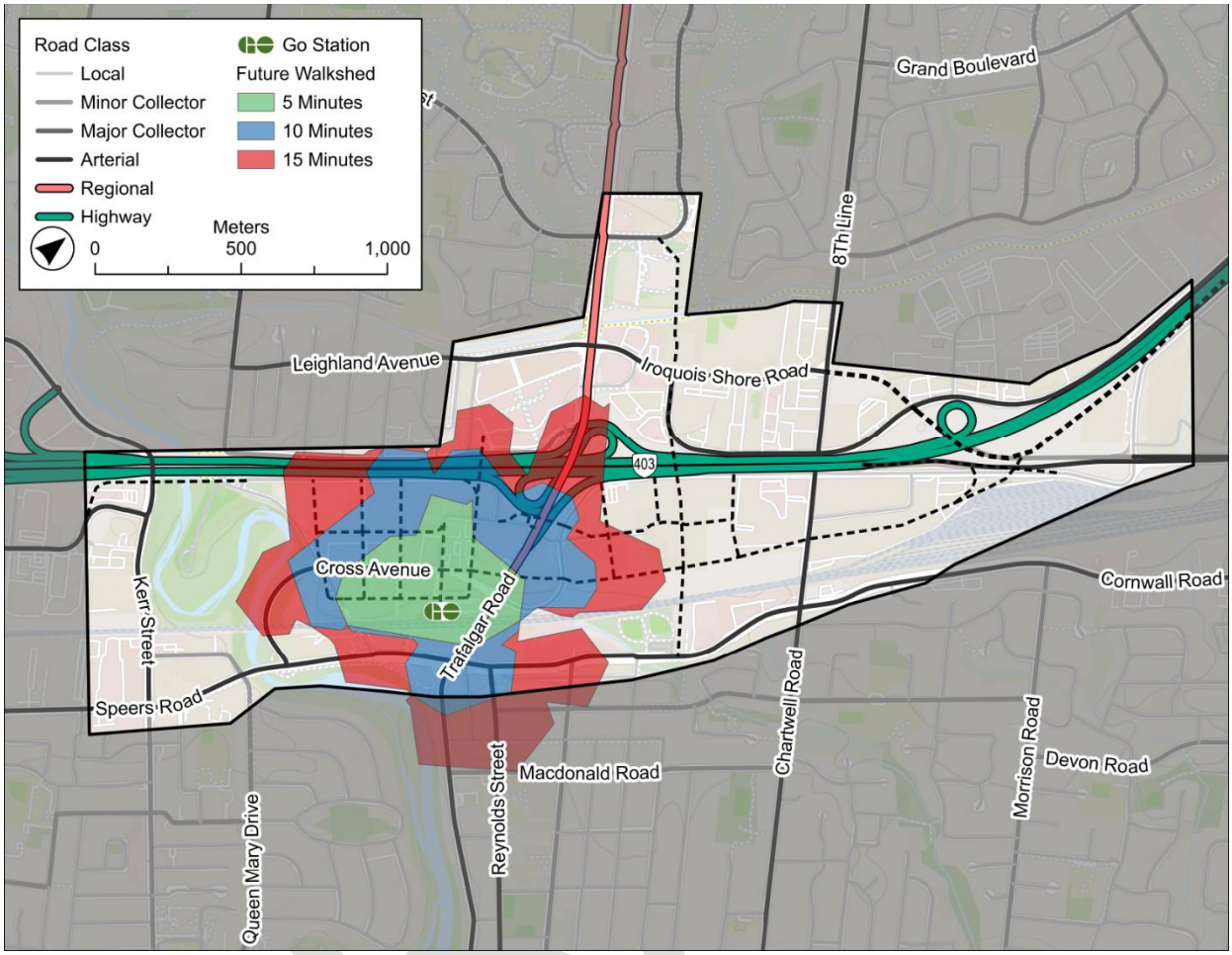


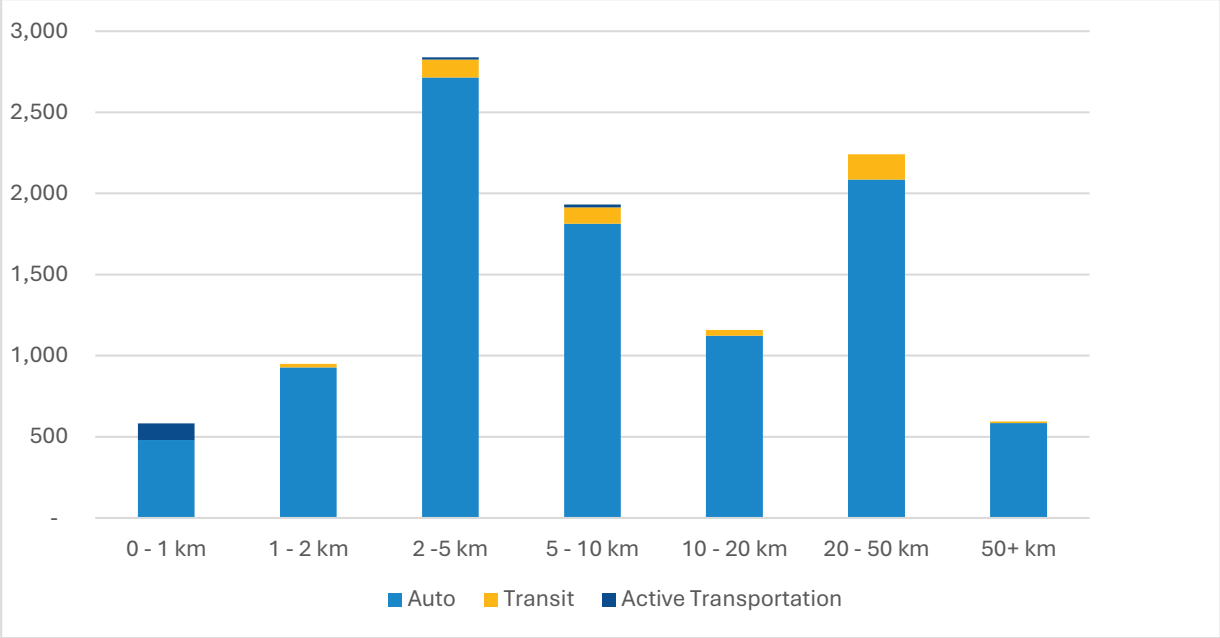
Figure 4-6: Future Walkshed Analysis



The mode share by trip distance for inbound trips to Midtown, according to Transportation Tomorrow Survey (TTS) data, is illustrated in Figure 4-7. Surveys conducted by the City of Vancouver have identified an average cycling and walking trip distance of 5.6 km and 1.9 km, respectively. For the purposes of analysis, trips covering distances of less than 5 km (estimated 20 min cycle) have been classified as potential cycle trips, while those under 2 km (estimated 30 min walk) have been categorized as potential walk trips.

The graph demonstrates that only 17% of trips with a length of less than 2 km are completed by active transportation modes, with almost no active transportation mode usage for trips within 2 to 5 km (0.5%). This represents a significant potential to shift toward walking and cycling.

Figure 4-7: Trip Distance by Mode for Trips Destined to Midtown



Source: Transportation Tomorrow Survey (TTS), 2016

4.3 Active Transportation Opportunities

4.3.1 Main Street Corridors

There is an opportunity to design and provide for a main street corridor that prioritizes pedestrian needs and creates vibrant, accessible, and economically thriving surroundings. Sustainable mode shifts can also be encouraged through attractive walking spaces, which is critical in supporting Midtown as a mixed-use and high-density area where reducing car dependency will improve safety, air quality, and livability.

Wider sidewalks and pedestrian-friendly features encourage foot traffic, supporting local businesses and creating a lively public realm. Dedicated market zone spaces support social interaction, outdoor dining, and street-level retail, making the area more attractive to residents and visitors alike. These streets are identified in the Official Plan Amendment as Active Frontages (Figure E-2 of the OPA) as illustrated in Figure 4-8.

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Figure 4-8: Midtown Oakville Active Frontages

The realigned Argus/Davis Road was identified as a corridor whereby a main street function could be fulfilled, given its prime location through the main area of Midtown and the connectivity it would provide to the proposed local network.

4.3.2 Supporting Transit Connections

To promote active transportation as a viable mode to accommodate first/last mile travel to/from major transit hubs and increase transit ridership, investments need to be made to active transportation connections surrounding major transit hubs.

The Oakville GO station is a Major Transit Station Area (MTSA) as defined by Metrolinx and the 2041 Regional Transportation Plan (RTP). The designs of the GO station areas should reflect the policies of the Transit Oriented Communities design guidelines (Infrastructure Ontario/Metrolinx, 2022) and GO Rail Station Access guidelines (Metrolinx, 2023). Transit-oriented communities are areas that contain a mix of housing, jobs, retail, public amenities, and entertainment within walking distance of transit stations. Higher residential densities allow many residents access to GO stations using active transportation modes.

Supplementing the transit-oriented community concept, MTSAs aim to create walkable neighbourhoods designed with a people-first approach and integrated green spaces. These neighbourhoods are planned to have development connected by green spaces that provide four-season benefits including shade and weather protection. Urban forests, parks, and green spaces will provide opportunities for meaningful interaction with fellow residents and visitors, active recreation opportunities, human and environmental connections, and contribute to the concept of a 'Complete Community' whereby residents can access all basic services within short distances.

The guiding principles of the Metrolinx GO Rail Station Access Guidelines is to invest and support ridership growth by creating a balance of pedestrians, cyclists, local transit, and other vehicles to ensure safe and efficient movement to and through the station for all GO Transit customers. The modal hierarchy will prioritize more sustainable travel behaviour. Targeted parking expansion will be undertaken to support ridership growth while minimizing conflicts with relevant policy objectives. The hierarchy of station access

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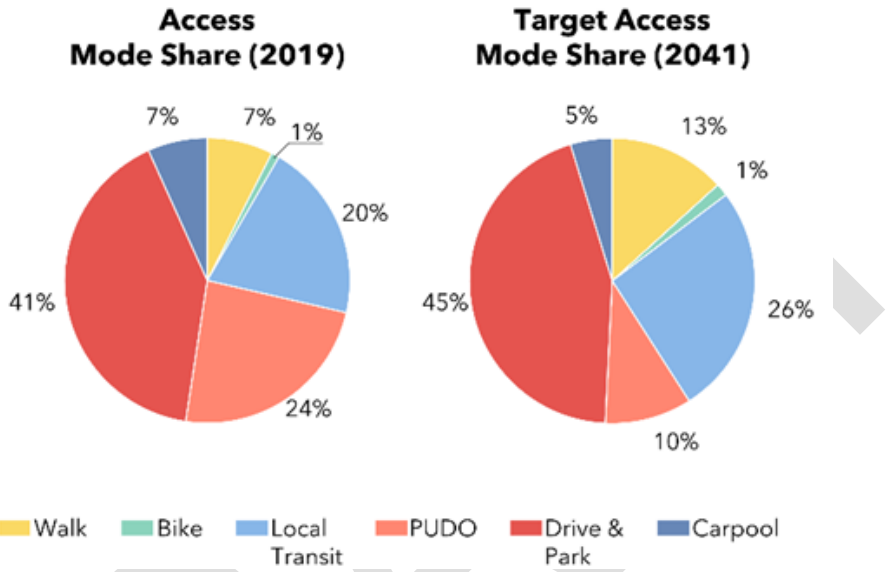
investments from high to low include walking, transit, cycling, pickup / drop-off, carpool passenger, drive and park.

The GO Rail Station Access Guidelines provide target mode shares for the Oakville GO Station by 2041, as shown in Figure 4-9. Oakville GO Station is aiming to shift future trips toward walking, local transit and drive and park.

Figure 4-9: Existing and Target Station Access Mode Shares



Source: Extracted from the Metrolinx GO Rail Station Access Guidelines (2023)

As shown, the proportion of non-auto (walk, bike, local transit) trips accessing the Oakville GO station is anticipated to increase. With this shift, the proportion of drive and park plus pick-up/drop-off (PUDO) trips will be reduced from 65% to 55%.

Promoting active modes as a form of access for transit involves providing direct, safe and convenient routes to the station, on-site connections to support access into the station and supporting amenities at the station.

The Town should continue to collaborate with Metrolinx to enhance GO station accessibility through amenities such as bike hubs and integration between planned station access improvements and connections to the broader network. Station facility and amenity improvements include additional pedestrian walkways and multi use trails within the site, bus bays, bike parking, waiting and loading spaces, and carpool / reserved parking spaces.

The Oakville Transportation Master Plan (2025) recommends that the Town develop a bike-share pilot program for a location with high potential for demand and available cycling infrastructure. A bike-share program can help facilitate first/last-mile connections for transit users. As such, the Town should consider collaboration opportunities with Metrolinx on a future potential bike-share pilot for Midtown.

4.3.3 Supporting User Preferences

The development of an active transportation network will require an understanding of who the existing and desired users are, along with their cycling experience and route and facility preferences.

A well utilized cycling network consists of facilities that accommodate the following two key user groups. Distinguishing the preferences of these user groups allows for a better understanding of active transportation facility and network needs.

- **Recreational Cyclist** – Recreational riders typically bike for the purpose of enjoyment or exercise. They are usually less experienced and therefore have a lower comfort level when it comes to biking along high speed or high-volume roads. These trips can take place along scenic routes and connect key destinations.
- **Commuter Cyclist** – Commuter or "utilitarian" riders make destination-oriented trips, typically for work, school or errands. They usually prefer direct routes to minimize travel time.

The planned network supports both recreational and commuter cyclists. There are cycling loops along local and collector streets on both sides of Trafalgar Road to support recreational use and midblock/inter-neighbourhood connections to provide access to parks and transit stops/stations. A direct, east-west and north-south spine corridor is provided along Cross Avenue and North-South Road, respectively, to facilitate commuter traffic to/from the broader areas.

4.3.4 Pick-up/Drop-off Activity

Pick-up and drop-off (PUDO) activity (i.e. for e-commerce, rideshare services) can impact traffic flow and disrupt cyclist movement if vehicles are stopped illegally within cycling or travel lanes, creating hazardous conditions for road users. To ensure that the safety and movement of active transportation users is preserved, PUDO activity generated from new developments needs to be managed to minimize conflicts with cyclists.

PUDO activity can be better managed to reduce conflicts with cyclists through designated on-street or on-site accommodation, such as dedicated PUDO laybys, traffic circles, and curbside zones. When PUDO zones are intentionally designated, they can provide predictable and safe areas for PUDO activity without encroaching on cycling and travel lanes.

The Oakville Transportation Master Plan (2025) recommends that a curbside management strategy be developed, which will identify PUDO policies and best practices in relation to other curbside needs, such as dedicated pedestrian spaces and cycling facilities, to be applied to growth areas such as Midtown.

Development applications can also incorporate PUDO strategies early in the site planning process through the identification of:

- Designated off-street PUDO areas that are separated from pedestrian walkways and cycling paths.
- Curb extensions or lay-bys to accommodate short-term stopping without obstructing traffic or active transportation lanes.
- Traffic calming features such as traffic circles or raised crossings near PUDO zones to slow vehicle speeds and ensure pedestrian safety.
- Signage and pavement markings to clearly indicate PUDO zones and discourage illegal stopping.

4.3.5 Facility Assessment

The most appropriate type of active transportation facility is dictated, in part, by the characteristics of the roadway. The Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities highlights the importance of selecting the appropriate cycling facility based on a context sensitive approach that accounts for the

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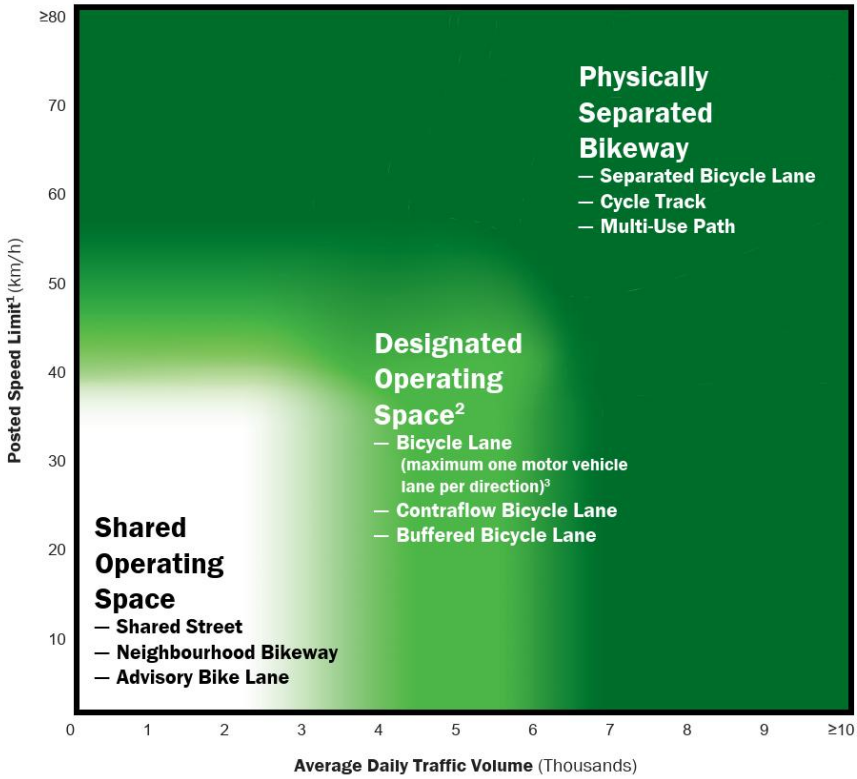
functionality of the road and various factors such as traffic volume, speed limits, surrounding land use, and user demographics.

For instance, in urban areas with high traffic volumes and frequent intersections, separated cycle tracks or dedicated bike lanes may be preferable to ensure cyclist safety and encourage cycling as a viable mode of transportation. Conversely, in rural or suburban settings with lower traffic densities and longer distances between destinations, shared roadways or wide shoulders may suffice, providing a balance between cyclist accommodation and cost effectiveness. Moreover, considerations such as road gradient, surface quality, and proximity to amenities further influence facility selection to optimize cyclist comfort and accessibility. Therefore, the suitability of cycling facilities must be carefully assessed within the specific context of each road to meet the needs of cyclists while ensuring compatibility with existing infrastructure and road functionality.

The OTM recommends conducting a preliminary assessment of bicycle facility requirements using nomographs for urban / suburban conditions, as shown in Figure 4-10. These nomographs inform the level of protection required for a bicycle facility, which is contingent on the Average Annual Daily Traffic (AADT) and posted speed limit along the road.

Figure 4-10: Desirable Cycling Facility Preselection



1 Operating speeds are assumed to be similar to posted speeds. If evidence suggests this is not the case, practitioners may consider using 85th percentile speeds or implementing measures to reduce operating speeds.
2 Physically separated bikeways may always be considered in the designated operating space area of the nomograph.
3 On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

Source: Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities

The nomographs emphasize the need to provide a varying level of bikeway protection or separation based on vehicular speed and volumes. The magnitude of separation can be informed, in part, by road classifications (arterial, collector and local). Generally, vehicular volumes and speeds are typically higher along arterial roads, making cycling facilities with greater protection (i.e., multi-use paths, cycle tracks, physically separated bike lane) more desirable. Conversely, vehicular volumes and speeds are typically lower for local roads, making shared facilities or visually separated facilities (i.e., painted bike lane) an acceptable form of infrastructure for the roadway context.

However, the nomographs are the first step in the facility selection process. There are site-specific design factors that need to be considered to determine if the level of separation for the facility type is appropriate for the function of the street and surrounding land uses. As such, the following design heuristics are considered in the identification of suitable cycling facilities for roads within Midtown.

- **Road Classification** – As mentioned, the road classification informs the anticipated volumes and speeds that the road intends to serve, which affects the desired level of separation required for the facility type, per Figure 4-10.
- **On-Street Parking** – The presence of on-street parking impacts the safety and comfort of cyclists. The potential for dooring and conflicts as a result of vehicles merging in/out of parking spaces can affect the risk exposure of people cycling. Consideration should be given to cycling facilities provided on the passenger side of the vehicle to minimize these risks.
- **Pedestrian Activity** – Pedestrian volumes contribute to the appropriateness of the cycling facility. Multi-use paths are acceptable when there is anticipated to be minimal pedestrian activity. Otherwise, there may be conflicts between cyclists and pedestrians. Separation between users can be also provided through sidewalks and a tactile strip.
- **Transit Needs** – The appropriate type of cycling facility should consider the presence and needs of transit. If the corridor serves a transit priority function and/or provides dedicated transit infrastructure, cycling facilities should ideally be located within the boulevard to avoid conflicts with buses and passenger loading/unloading.
- **Intersection / Driveway Frequency** – The frequency of crossings creates more conflict points and increases the stress level for recreational cyclists. There are, however, treatments such as crossing setback distances and raised crossings that can be considered to mitigate these risks.
- **User Safety and Comfort** – Facility selection will require an understanding of cycling users along with their respective stress tolerance levels. Selecting bicycle facilities that improve safety and comfort for users is crucial for increasing demand. There are recognized safety benefits of cyclists being separated from adjacent motor vehicle lanes by a horizontal buffer plus vertical elements such as flex bollards or a barrier curb. The buffer restricts encroachment of traffic, creating a more secure and comfortable environment for cyclists. Further, as noted in OTM Book 18, physically separated bikeways may always be considered in the designated operating space area of the nomograph.
- **Function of Route within Cycling Network** – The type of cycling facility depends on the function it serves within the context of the existing and planned active transportation network. Facilities should also account or the continuity of adjacent facility types to create better predictability for users.

An assessment of potential facility types for the proposed cycling network in Midtown is provided in Table 4-2.

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Table 4-2: Facility Assessment

Road Name	From	To	Proposed Road Classification (Right-of-Way Width)	Estimated Future Volumes (vehicles per day) *	Potential for On-Street Parking	Anticipated Pedestrian Activity	Transit Needs	Intersection / Driveway Frequency	Function of Route within Cycling Network	Suitable Facility Types
Cross Avenue	Lyons Lane	N-S Road	Arterial (36 m)	10,000 to 30,000	No	Medium to High	Yes	Intersecting local roads every 100-150 m	Main access route to/from the GO station	✓ Multi-use path ✓ Cycle track
Cornwall Avenue	Cross Avenue	Chartwell Road	Arterial (35 m)	25,000 to 45,000	No	Low	Yes	Minimal; some T-intersections	East-west commuter spine route that connects to the existing multi-use path east of path Ave	✓ Multi-use path ✓ Cycle track
Cross Avenue	N-S Road	Chartwell Road	Minor Arterial (30 m)	15,000 to 20,000	No	Medium to High	No	Some intersecting local roads	Provides east-west continuity for GO station users	✓ Multi-use path ✓ Cycle track ✓ Physically separated bike lane
N-S Road	White Oaks Boulevard	Speers / Cornwall Road	Minor Arterial (30 m)	15,000 to 25,000	No	Low to Medium	Yes	Intersecting roads spaced moderately far apart	North-south route that provides a crossing over the QEW highway	✓ Multi-use path ✓ Cycle track
Argus-Davis Road	West extent	East extent	Collector (26 m)	Up to 7,000	Yes (Both Sides)	High	No	Intersecting local roads every 100-150 m	Recreational main street corridor	✓ Physically separated bike lane ✓ Buffered bike lane ✓ Bike lane
Chartwell Road	Speers / Cornwall Road	South Service Road	Collector (26 m)	Up to 5,000	No	Low	No	Minimal	Provides north-south connectivity to the existing signed route south of Cornwall Ave	✓ Multi-use path ✓ Cycle track ✓ Physically separated bike lane ✓ Buffered bike lane ✓ Bike lane
Local Roads	Varies	Varies	Local (20 m)	Generally less than 5,000	Yes (One or Both Sides)	Medium	No	Access to property driveways	Facilitates local neighbourhood access	✓ Cycle track ✓ Physically separated bike lane ✓ Buffered bike lane ✓ Bike lane ✓ Shared facility

* Estimated based on the modelled future (2051) scenario

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4.3.6 Design Guidance

The Ontario Traffic Manual (OTM) Book 18 prescribes recommended minimum and desired widths for all of the facility types identified in the previous section, as summarized in Table 4-3.

Table 4-3: Cycling Facility Design Requirements

Facility Type	Minimum	Design Heuristics
Multi-use path	3.0 – 3.5+ m	• Width shown is exclusive of buffer width • A tactile strip of 0.6 m is required • A tactile strip of 0.6 m is required between a cycle track and sidewalk • A width of over 4.0 m can be considered if high pedestrian/cyclist volumes are expected
Cycle track (one-way)	1.5 – 2.5 m	• Width shown is exclusive of buffer width • A tactile strip of 0.6 m is required between a cycle track and sidewalk
Cycle track (two-way)	3.0 – 4.0 m	
Physically separated bike lane	1.5 – 1.8 m lane 0.3 – 1.0 m buffer (bollards / planters / concrete barriers)	• Where higher volumes of cyclists are expected or desired, consider providing a wider separated bicycle lane (up to 2.5 m wide) • 1.8 m is the minimum width required to allow overtaking within the bicycle lane • A minimum buffer width of 0.6 m is required if there is a parking lane adjacent to the bicycle lane
Buffered bike lane	1.5 – 1.8 m lane 0.3 – 1.0 m buffer	• The desired total width of the parking lane plus the parking buffer is 3.4 m to ensure cyclists will ride outside of the door zone • The combined bicycle lane and buffer width should be exceed 2.8 m as the facility may be used as a motor vehicle lane
Bike lane	1.5 – 1.8 m	• The desired total width of the parking lane plus the parking buffer is 3.4 m to ensure cyclists will ride outside of the door zone
Shared facility	4.3 m or greater for mixed traffic operation	• For lane widths above 4.9 m, a designated bike facility is recommended • Neighbourhood bikeways should be considered for low-volume, low-speed streets to discourage through traffic and prioritize cyclist movement

The adopted Midtown Official Plan Amendment (OPA) requires that streets "provide pedestrian facilities on both sides." This can take the form of sidewalks and/or a multi-use path. The minimum sidewalk width according to the Town's design standards and the Accessibility for Ontarians with Disabilities Act (AODA) is 1.5 m. In recent years, municipalities such as Toronto are shifting toward a higher (2.1 m) sidewalk width as a standard. A 1.8 m sidewalk accommodates two mobility assisted devices passing each other. However, the sidewalk width should be designed with consideration for the anticipated level of pedestrian activity and therefore can be greater in width depending on the context. The recommended pedestrian clear zone width, meaning the area dedicated to pedestrians that are clear of any obstructions, is provided in Table 4-4.

Table 4-4: Pedestrian Clear Zone Design Requirements

Pedestrian Clear Zone Width (m)	Design Heuristics
1.8 - 2.1	• Minimum requirement to allow two mobility assisted devices to pass each other
3.0 +	• Preferred width for roads with medium to high levels of pedestrian activity

In space constrained situations, whereby there is not enough roadway width to accommodate preferred pedestrian facilities, the Town may coordinate with developers to provide greater building setbacks to allow for an expanded and enhanced pedestrian realm as part of the development. This is sometimes known as Privately-Owned Publicly-accessible Spaces (POPS). Roadways within Midtown that are designated as Active Frontages in the OPA (per Section 2.2) require that buildings be designed to include a greater public realm frontage. An example of this is shown in Figure 4-11.

Figure 4-11: Example Development with Active Frontages

Source: City of Hamilton

Facilities can also be made more attractive and safe through the use of pedestrian-scale lighting. It improves visibility, makes paths more inviting, and allows for greater usability during the evenings and winters. It is recommended that pedestrian-scale lighting requirements be incorporated into the Town's design standards.

At the intersection level, OTM Book 12A, Bicycle Traffic Signals also prescribes application criteria for the implementation of bicycle signals. Bicycle signals provide cyclists with dedicated signal phases to reduce conflicts with motor vehicles and pedestrians. It can also serve to enhance visibility and predictability at intersections, particularly if there are geometric or sightline deficiencies. Bike signals are applicable at intersections where there are high cyclist volumes, geometric/sightline issues and/or a multi-use path crossing. To better support cycling as a viable and attractive mode, it is recommended that bike signals be considered as part of the functional and detailed design of new streets in Midtown.

4.3.7 Amenities

Providing appropriate cycling amenities is essential to support and encourage active transportation as a viable, safe, and convenient mode of travel. Amenities such as bike parking, end-of-trip facilities, and repair stations improve the user experience and help normalize cycling as part of daily mobility. The type and scale of amenities required will vary depending on the context. Higher activity levels, such as transit hubs and commercial centres, demand more extensive infrastructure compared to that of lower-density residential areas or local destinations.

To guide the implementation of these amenities, a tiered system can be applied that categorizes locations based on expected demand. Table 4-5 summarizes recommended cycling amenity requirements by tier to allow for a targeted investment. It should be noted, however, that this list is not exhaustive and additional supporting community service amenities, such as benches, water fountains, washrooms, and change rooms, can be considered within high and moderate demand areas.

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Table 4-5: Tiered Amenity Selection Criteria

Tier	Locations	Potential Amenities
Tier 1 - High-Demand Areas	▪ Major transit stations ▪ Major social gathering spaces and key destinations (e.g., large commercial, civic, or employment hubs)	▪ Extensive, secure bike parking (including covered options and security cameras) ▪ Full-service bike repair stations ▪ Mobility hubs with multiple modal connections ▪ Public washrooms/change rooms ▪ Wayfinding or signage ▪ Lockers
Tier 2 - Moderate-Demand Areas	▪ Community centres ▪ Major intersections ▪ Key transit stops	▪ Standard bike racks ▪ Basic bike repair stations ▪ Wayfinding or signage ▪ Lockers
Tier 3 - Low-Demand Areas	▪ Neighbourhood parks ▪ Local destinations (e.g., libraries, schools, smaller commercial areas)	▪ Minimal bike parking ▪ Wayfinding or signage ▪ Repair and mobility features optional or as-needed

4.3.8 Multi-Modal Level-of-Service (MMLOS)

The feasibility and type of active transportation infrastructure can be impacted by other competing priorities and needs of a street. In such cases, A multi-modal level-of-service (MMLOS) tool will be useful in helping guide the cross-section design of Midtown Oakville roads.

The Oakville Transportation Master Plan (2025) established the nine Complete Street typologies listed below as a means of characterizing Town roads. This characterization differs from the typical road classification approach of distinguishing roads as arterials, collectors and locals, which rely primarily on vehicle-focused criteria. A Complete Streets design approach allows for intentional prioritization of all modes of transportation based on the immediate and broader context of the street's surroundings.

- **Mobility Link** – Support a high degree of mobility and corridor efficiency through the provision of major transit and active transportation facilities
- **Urban Thoroughfare** – Support a medium to a high degree of mobility and commercial access
- **Transit Corridor** – Support a medium to high degree of mobility through the provision of localized transit facilities and dedicated active transportation infrastructure
- **Main Street** – Support businesses and walkability through provision of streetscaping / placemaking elements and enhanced pedestrian realm
- **Industrial Street** – Support and facilitate access for moderate volumes of traffic moving within and through employment / industrial districts

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- **Commercial Collector** – Support and facilitate access for low to moderate volumes of traffic moving through retail / commercial areas
- **Suburban Collector** – Support low to moderate volumes of traffic to connect to higher order road classes
- **Residential Collector** – Support low volumes of intra-community traffic
- **Neighbourhood Street** – Support neighbourhood access and traffic calming

The Complete Street typologies developed are supported by the Ontario Traffic Council Multi-Modal Level-of-Service Guidelines (2022). These guidelines can be used to help provide clarity on the mode priorities of a street based on the desired function it intends to serve (i.e., access, placemaking, mobility). Table 4-6 summarizes the MMLOS targets for each typology. Table 4-7 provides the corresponding design guidance for each mode target.

Table 4-6: MMLOS Targets for Complete Street Typologies

	Pedestrian	Cyclist	Transit	Automobile
Mobility Link	A	A	A	C
Urban Thoroughfare	B	A	B	B
Transit Corridor	C	C	B	C
Main Street	A	B	D	E
Industrial	D	B	C	B
Commercial Collector	D	C	B	D
Suburban Collector	D	B	B	C
Residential Collector	D	C	B	B
Neighbourhood Street	D	E	E	A

Source: Town of Oakville Transportation Master Plan (2025)

Table 4-7: Proposed MMLOS Design Guidelines for the Town of Oakville

LOS	Pedestrian	Cyclist	Transit	Automobile
A	≥2.1 m sidewalk with minimum 3 m boulevard/buffer; or ≥3.0 m multi-use path on both sides	Separated cycling facilities (e.g., cycle tracks, multi-use path)	▪ Transit only lanes, bus laybys ▪ 90% of transit stops within ≤200 m	v/c of <0.60
B	≥2.1 m sidewalk with minimum 2 m boulevard/buffer; or ≥3.0 m multi-use path on both sides	≥1.8 m dedicated cycling facilities with minimum 1 m buffer	▪ Bus laybys, bus pads ▪ 90% of transit stops within ≤500 m and 70% within ≤200 m	v/c of 0.60 to 0.69
C	≥2.1 m sidewalk with minimum 2 m boulevard/buffer; or ≥3.0 m multi-use path on one side	≥1.5 m dedicated cycling facilities with minimum 0.3 m buffer	▪ Bus laybys, bus pads ▪ 90% of transit stops within ≤500 m and 50% within ≤200 m	v/c of 0.70 to 0.79

LOS	Pedestrian	Cyclist	Transit	Automobile
D	≥1.8 m sidewalk with minimum 1.5 m boulevard / buffer; or <3 m multi-use path on one side (intermittently)	≤1.5 m bicycle lane with <0.3 m buffer	▪ Bus laybys, bus pads ▪ 100% of transit stops within ≤600 m	v/c of 0.80 to 0.89
E	1.5 - 1.8 m sidewalk with < 1.5 m buffer; or <3 m multi-use path on side	Shared facilities	▪ No dedicated transit facilities ▪ 100% of transit stops within ≤800 m	v/c of 0.90 to 0.99
F	Paved shoulder or no sidewalks	No bicycle facilities	▪ No transit route ▪ 100% of transit stops within >800 m	v/c ≥1.00

Source: Town of Oakville Transportation Master Plan (2025)

4.3.9 Winter Maintenance

Proposed active transportation improvements will impact the winter operating budget, salt use, and staffing / equipment needs. While Oakville maintains sidewalks within the Town, there is currently no service level criteria for multi-use path and bicycle lane maintenance. In addition, if there is a multi-use path, it is typically plowed to a 1.5 m width.

Maintenance costs will also vary by facility type. Costs to maintain on-street, physically protected bike lanes can be high, whereas on-street, non-barrier protected bike lanes are more cost effective as they are maintained concurrently with the adjacent roadway during snow clearing operations. However, these unprotected facilities may not provide a safe environment for a cyclist depending on the road context.

Multi-use path maintenance will likely require a new service level, and physically protected facilities may require that the Town procure specialized maintenance equipment. All types of bicycle facilities, however, will need to comply with standards (MMS O.Reg. 239/02) and have defined service levels. Well-maintained facilities are a critical factor in ensuring that walking and cycling are viable modes throughout the year.

The Oakville Transportation Master Plan (2025) recommends that the Town's summer and winter maintenance service levels for all types of cycle facilities, including multi-use paths, be reviewed and updated. To maximize and promote use of the active transportation network, the Town should consider the following as part of the maintenance service level standard update.

- Increased service level standards, in terms of minimum snowfall, clearance time and/or plowed width, for active transportation facilities.
- Identification of a priority cycling network for snow clearing. Currently, the Town only maintains the Crosstown Trail and cycle tracks along Speers Road in the winter.
- Investigation of maintenance equipment with adjustable blade widths.
- Assessment of maintenance fleet needs to accommodate increase service levels for active transportation facilities.

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- Development of maintenance-friendly guidelines for active transportation facilities (i.e., prescribed buffers between cycling and pedestrian facilities for snow storage and the investigation of winter-friendly barriers for protected bike lanes).
- Improved GPS-tracking for the maintenance of active transportation facilities.

The Town should review service level standards against maintenance practices of other municipalities, such as Toronto and Mississauga. Toronto, for example, has made winter bike lane clearing a priority. The City has a 2 cm snowfall trigger for all cycling infrastructure and a priority bike lane network to be maintained in the winter. Similarly, the City of Mississauga has also recently increased their service levels to require priority on-street bike lanes to be cleared within 12 to 24 hours.

4.3.10 Wayfinding and Signage

Effective wayfinding and signage are critical components of a successful active transportation system, as it has a direct impact on the ease and comfort of navigation for pedestrians and cyclists. Clear, consistent signage helps users identify safe and direct routes, and connect to key destinations such as transit stations, parks, and community facilities. Intuitive signage also enhances accessibility, encourages walking and cycling, and supports mode shift away from car dependency.

The City of Toronto 360 Wayfinding Project and the associated Cycling Wayfinding Strategy provide strong precedents, as the success of its proposed wayfinding pilot implementation plan along Shaw Street demonstrated how signage can improve route clarity and encourage cycling uptake. The pilot was followed by deliverables including 225 on-street signs, detailed mapping to support on-street sign installations and updated wayfinding at 360 bike-share station locations.

Similarly, the Town should develop a wayfinding and signage strategy for Midtown, with improvements to be integrated into the design and buildout of new streets. These standards should guide design, placement, and messaging. The following list provides a set of high-level guidelines that can be considered as part of the Town's wayfinding and signage strategy.

- **Ensure Consistency**: Establish a signage standard to guide future installations and ensure long-term consistency. Develop a standardized design, colors, and symbols to be used across all signage to support intuitive navigation. Any associated marketing campaigns should use the same branding for cohesiveness.
- **Include Time and Distance**: Provide estimated walking and cycling times and distances to major destinations (e.g., Oakville GO Station, parks, community centres, etc.).
- **Prioritize Visibility and Accessibility**: Signs should be legible, well-lit, and placed at pedestrian and cyclist eye level.
- **Support Multimodal Integration**: Signs should note connections to transit stops, bike amenities, and connecting pedestrian routes.
- **Strategic Placement**: Install signage at key decision points, such as intersections, trailheads, and transit access points.
- **Support Urban Design**: Integrate signage into ongoing streetscape improvements for a cohesive urban design.

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5. Active Transportation Strategies

The active transportation network adopted through the Midtown OPA was developed based on guiding principles to address existing gaps, safety and comfort, connectivity, transit integration, internal circulation and area-specific planning objectives. The network strives to meet the future growth of the community and encourage sustainable modes of travel.

The success of the active transportation network relies not only on the buildout of well-connected facilities but also supporting strategies to encourage its use and implementation. These strategies are summarized in Table 5-1 and divided into two overarching categories.

- **Community Planning Permit System Approval Requirements** – Developments should be proposed with future mode shift and climate change targets in mind. The Town must ensure controls on new developments so that livable, walkable communities are being produced.
- **Town initiatives** – These are municipal-led actions that support the overall active transportation vision through programming, policy, maintenance, and infrastructure investments. These initiatives allow the Town to fill in gaps not addressed through private development.

The timing for implementation of recommended Town infrastructure will be subject to funding for capital and commitments on operations and maintenance with Oakville's Community Services Commission.

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Table 5-1: Active Transportation Strategies

No.	Strategies	Potential Outcome	Next Steps
Community Planning Permit System Approval			
1	Require active transportation and public realm improvements as identified by the Midtown OPA	Establishes a well-connected spine network and strong foundation for active transportation	Incorporate requirements as part of the Community Planning Permit System approval process Ensure requirements are implemented in the approval and issuance of the development permit, including any required conditions to be met post issuance of the permit
2	Encourage Privately-Owned Publicly Accessible Spaces (POPS)	Addresses situations where there is insufficient space to accommodate enhanced pedestrian facilities for people-oriented corridors	
3	Encourage building setbacks in situations where an expanded and enhanced pedestrian realm is constrained by available space	Addresses situations where there is insufficient space to accommodate enhanced pedestrian facilities for people-oriented corridors	
4	Require direct, dedicated active transportation facilities (walkways, cycle paths) to pedestrian crossings, transit stops/stations and the broader existing and planned network	Improves local connectivity, including first/last-mile connections, and promotes mode integration	
5	Require pick-up/drop-off (PUDO) strategies and supporting recommendations (i.e. designated PUDO laybys, traffic circle) that manage anticipated PUDO demand and reduce conflicts with other modes	Provides predictable and safe areas for PUDO activity without encroaching on cycling and travel lanes	
6	Require secure and dedicated long-term bike parking for residents and visitors	Encourages active transportation uptake	Consider incorporation in the Community Planning Permit (CPP) By-law Ensure requirements are implemented in the approval and issuance of the development permit, including any required conditions to be met post issuance of the permit
7	Require short-term (visitor/patron) bike visitor spaces located in close proximity to building entrances	Encourages active transportation uptake amongst visitors/patrons	
8	Encourage end-of-trip bicycle amenities (e.g., showers, shelters) and bicycle maintenance (e.g., repair stations) facilities	Supports and improves convenience for active transportation users, which can help increase use	

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No.	Strategies	Potential Outcome	Next Steps
9	Require bike parking or carshare spaces to mitigate lower vehicle parking supply	Supports mode shift from personal vehicles to sustainable modes	
Town Initiatives			
10	Continue to collaborate with Metrolinx to enhance GO station accessibility through amenities such as bike hubs and integration between planned station access improvements and connections to the broader network	Improves regional connectivity and supports multi-modal travel by enhancing first/last-mile access to transit	Establish formal coordination with Metrolinx and jointly plan for integrated infrastructure investments
11	Pilot a shared micromobility (such as bike-share) program in Midtown, at major trip destinations	Improves local connectivity, including first/last-mile connections	Identify pilot locations, seek partnerships (e.g. Metrolinx), and secure funding
12	Review and/or develop the Town's summer and winter maintenance service levels to ensure that pedestrian and cycling facilities, including trails within parks and open spaces, are prioritized for snow clearing	Ensures year-round usability and safety of active transportation infrastructure	Conduct service level assessment and/or establish service level criteria and update maintenance contracts and inhouse staffing accordingly
13	Install destination or wayfinding signage with time / distance to major destinations by walking and cycling, e.g., Oakville GO station, nearby parks, bicycle parking areas	Increases awareness and promotes walking/cycling as practical options	Develop signage standards and install as part of ongoing streetscape improvements
14	Work with Oakville Transit to ensure that new bus stops are equipped with secure and convenient bike parking	Facilitates multi-modal travel and last-mile connections	Coordinate with transit planning and capital budgets to install bike parking at stops
15	Establish a subsidy program for the provision of public bike parking and amenities (on-street bike corrals, public bike racks, repair / fix-it stations) as part of new developments	Encourages developers to incorporate public amenities to support active transportation	Develop funding criteria, promotion strategy, and application process
16	Adopt a tiered system, that categorizes locations by expected demand and use, to guide the implementation of active transportation amenities, as described in Table 4-5	Ensures efficient allocation of resources based on anticipated usage	Establish tiers and apply them in prioritization of infrastructure investments
17	Incorporate marketing/promotional strategies and educational materials to encourage walking	Increases awareness and support a shift toward active transportation	Establish and integrate strategies into a TDM / Smart Commute program that is promoted to new residential

No.	Strategies	Potential Outcome	Next Steps
	and cycling (e.g., free maps, bike bells) as part of a Travel Demand Management (TDM) program for new developments and the Smart Commute Program for workplaces and new residential communities *		developments and workplace communities
18	Incorporate pedestrian-scale lighting on active transportation facilities to enhance year-round usability	Improves safety and usability of pathways during evening and winter months	Incorporate pedestrian-scale lighting in design standards
19	Consider bike signals as part of the functional and detailed design of new streets in Midtown	Reduces conflicts with motor vehicles and pedestrians, and enhances visibility and predictability at intersections	Incorporate bike signal requirements in design standards

* A Travel Demand Management (TDM) program offers sustainable transportation options through a variety of programs and initiatives. These efforts highlight sustainable infrastructure, through promotion and education, to facilitate long-term behavioral change. While it may support hard infrastructure, TDM does not rely on it exclusively. It complements physical infrastructure improvements to encourage long-term travel behavior change.

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